



Oasis Sailing Club

A&E Program

Close Quarters Maneuvering
Exercises

Covered in your A&E Review

(Rev. 11/11/11)

A&E Review Overview

- ❑ A&E Reviews test/evaluate Skippers and Mates in following 2 areas:
 1. Close Quarters Maneuvering (CQM)-on Oasis V
 2. Sailing Skills - on either boat (see below)
- ❑ Skipper's Reviews are conducted by an independent (outside) professional, Mate's Reviews are conducted by OSC's Specialized Training Team (STT)
- ❑ Skipper's Reviews are more demanding than Mates
- ❑ CQM exercises included in Reviews (and detailed herein) simulate maneuvers that, if practiced and mastered in close quarters, can help achieve the Club's goal of zero accidents

Note: Sailing Skills exercises are self-explanatory and are described in the A&E Program (Pages 8-11) and in the OSC Skipper's & Mate's Manual, both of which are available on the OSC Website

A&E Close Quarters Maneuvering Exercises Covered In Reviews

1. Change Direction from forward-to-reverse (and visa-versa), and travel in a straight line after directional change
 2. Maneuvering The Bow, direction & positioning control
 3. Docking
 4. Undocking
 5. 3-Point Undocking (test-Skippers only, train=all)
 6. Prop Walk Turn (test-Skippers only, train-all)
- The above are covered in the following slides.

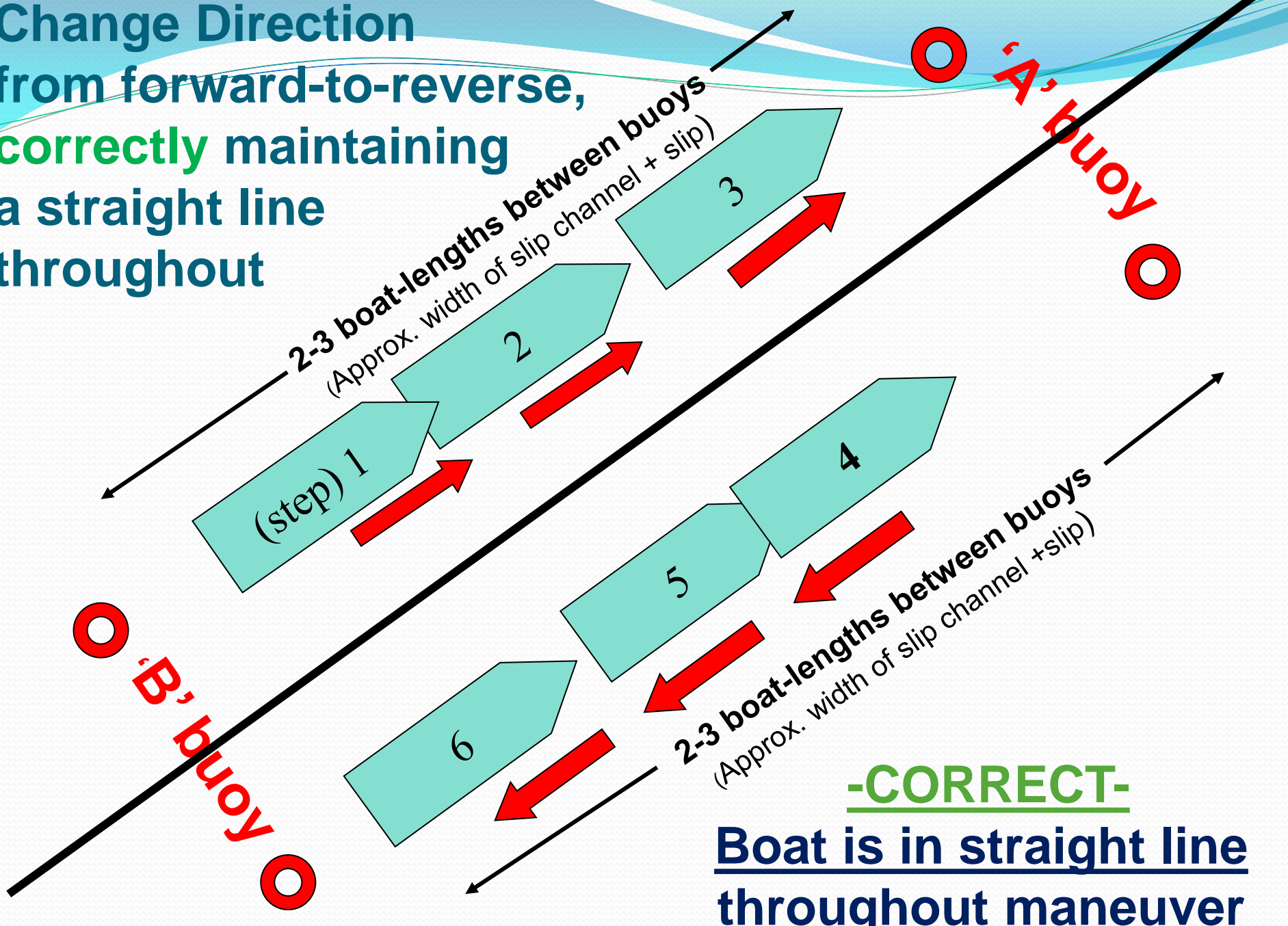
#1 Change Direction From Forward-to-Reverse & Travel in a Straight Line

1. Motoring forward, approach the "A" buoy (or similar)
2. Slow down & stop
3. Change direction from moving-forward, to moving-in-reverse
4. Motor in reverse 1-2 boat lengths in a straight line to the "B" buoy (or similar)
5. Change direction again, this time from moving-in-reverse, to moving-forward
6. Travel in a straight line between buoys after directional change

See diagram, next 2 slides

Goal: Control boat directional change safely in narrow channel if an obstacle (another boat, paddle boarder) suddenly gets in your way!

Change Direction
from forward-to-reverse,
correctly maintaining
a straight line
throughout



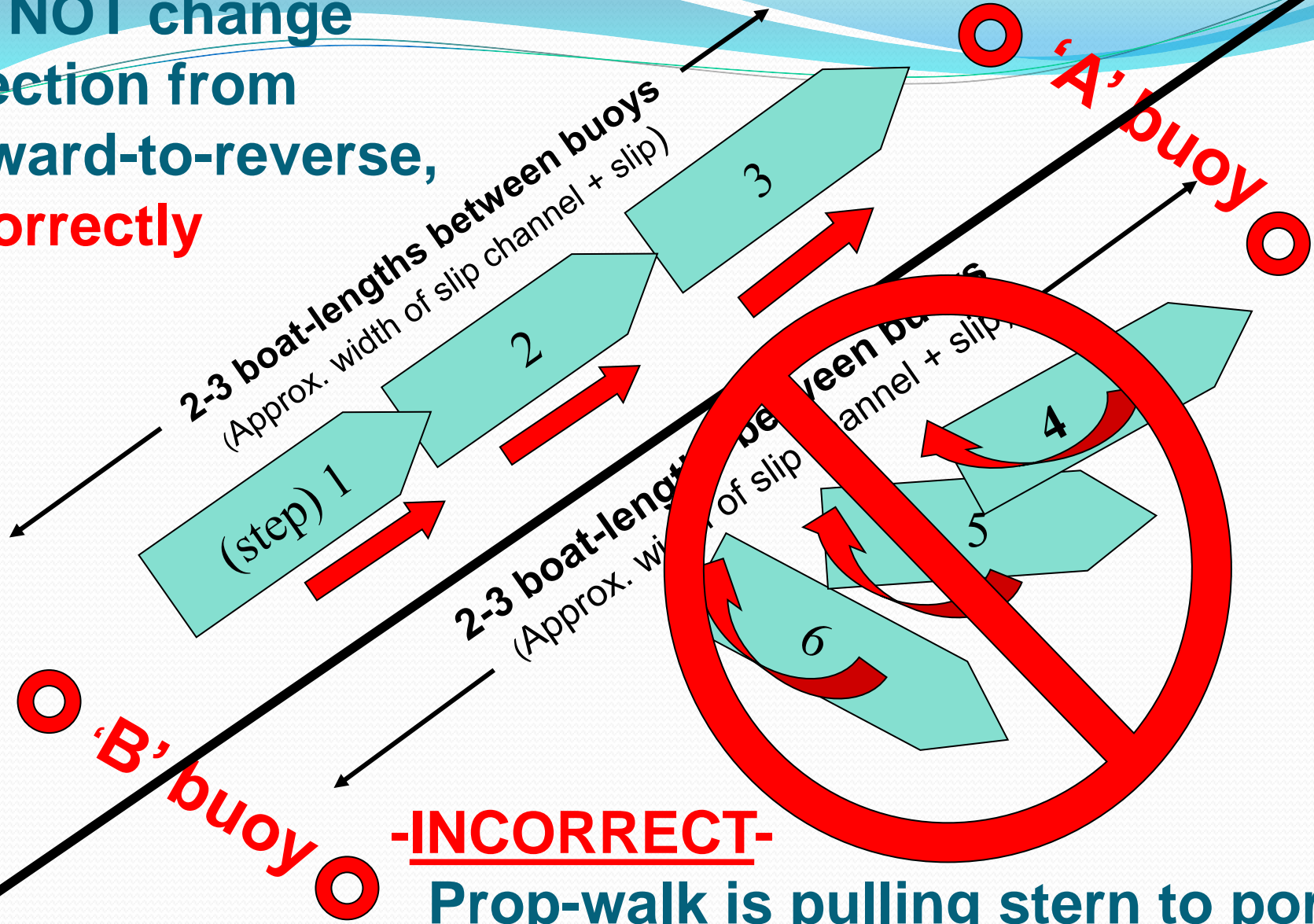
2-3 boat-lengths between buoys
(Approx. width of slip channel + slip)

2-3 boat-lengths between buoys
(Approx. width of slip channel + slip)

-CORRECT-

Boat is in straight line
throughout maneuver

DO NOT change
direction from
forward-to-reverse,
incorrectly



#2 Maneuver The Bow, Direction and Positioning Control

1. Approach the buoy motoring forward,
2. Maneuver the bow to within about 5 feet of the buoy in the 3 positions on the next slide, in succession...

See diagram, next slide

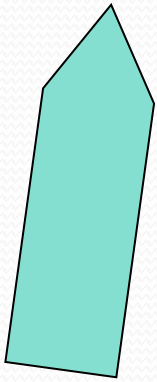
**Goal: Position boat 'where you want it'
(in slip, at mooring, approaching
COB/MOB, gas dock, pump out
station, etc.).**

Reposition the Bow to...

Place It Where You Want It

Position 1

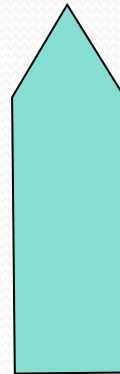
Buoy



Maneuver bow within 5 feet of buoy on port, **STOP**. Reverse 1-2 boat-lengths

Position 2

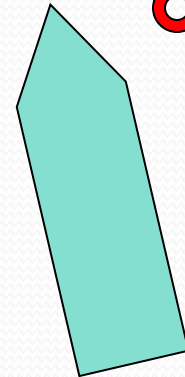
Buoy



Maneuver bow within 5 feet of buoy dead ahead, **STOP**. Reverse 1-2 boat-lengths

Position 3

Buoy



Maneuver bow within 5 feet of buoy on starboard, **STOP**. Reverse out, straight

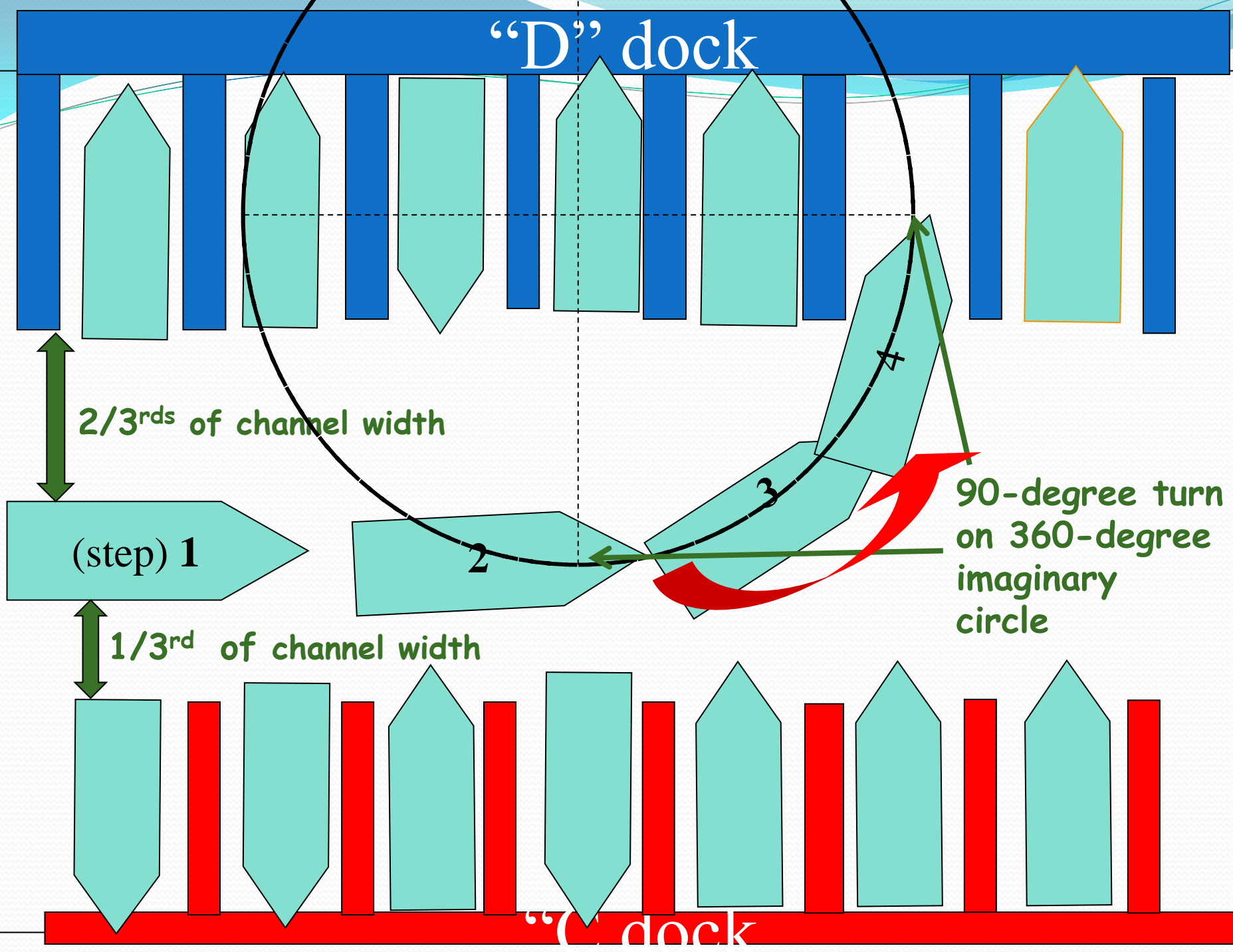
#3 Docking

1. Position boat 2/3's to 'far side' of slip channel when approaching slip
2. Go 'as slow as you can afford to go' when maneuvering in slip channel (maintain steerage)
3. Make 90-degree turn into slip in a gentle arc (1/4th of a 360 degree imaginary circle)
4. Since the boat's momentum will carry you to the 'outside' of the circle (see next slide) aim slightly to the 'inside' of the circle
5. Allow crew members to depart only after boat has stopped in the slip

See diagram, next slide

Goal: Dock safely, time-after-time-after-time!

“D” dock



$\frac{2}{3}$ rd of channel width

(step) 1

$\frac{1}{3}$ rd of channel width

90-degree turn on 360-degree imaginary circle

“C” dock

#4 Undocking

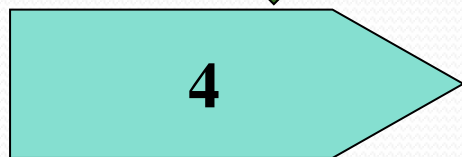
1. Center boat in slip before starting to exit
2. When boat's 'pivot point' reaches end of slip's dock, turn hard to port
3. Let the propeller's pull-to-port action assist your turning the stern to port
4. Shift to neutral gear as soon as adequate speed is attained
5. Begin to 'neutralize' steering wheel before completing your turn to center of the channel
6. Exit slip channel in center of channel with boat straight in channel (in case you suddenly have to change direction)
7. Go 'as slow as you can afford to go' when maneuvering in slip channel (maintain steerage)

See diagram, next slide

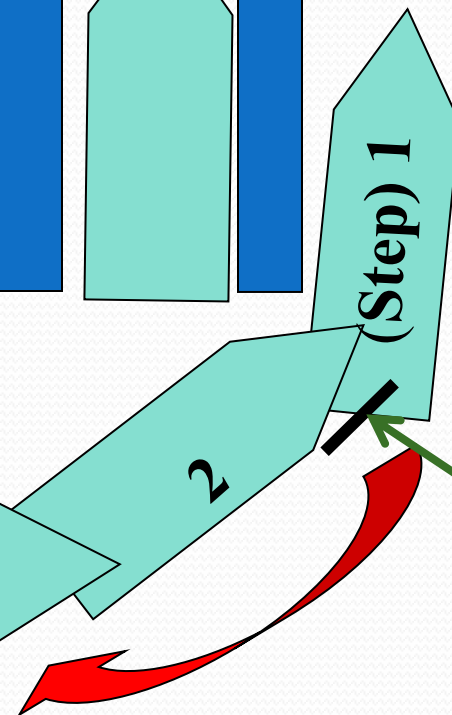
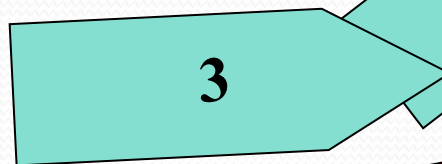
Goal: Undock and exit slip channel in a straight line with zero contact with other boats, docks, etc.

“D” dock

1/2 of channel



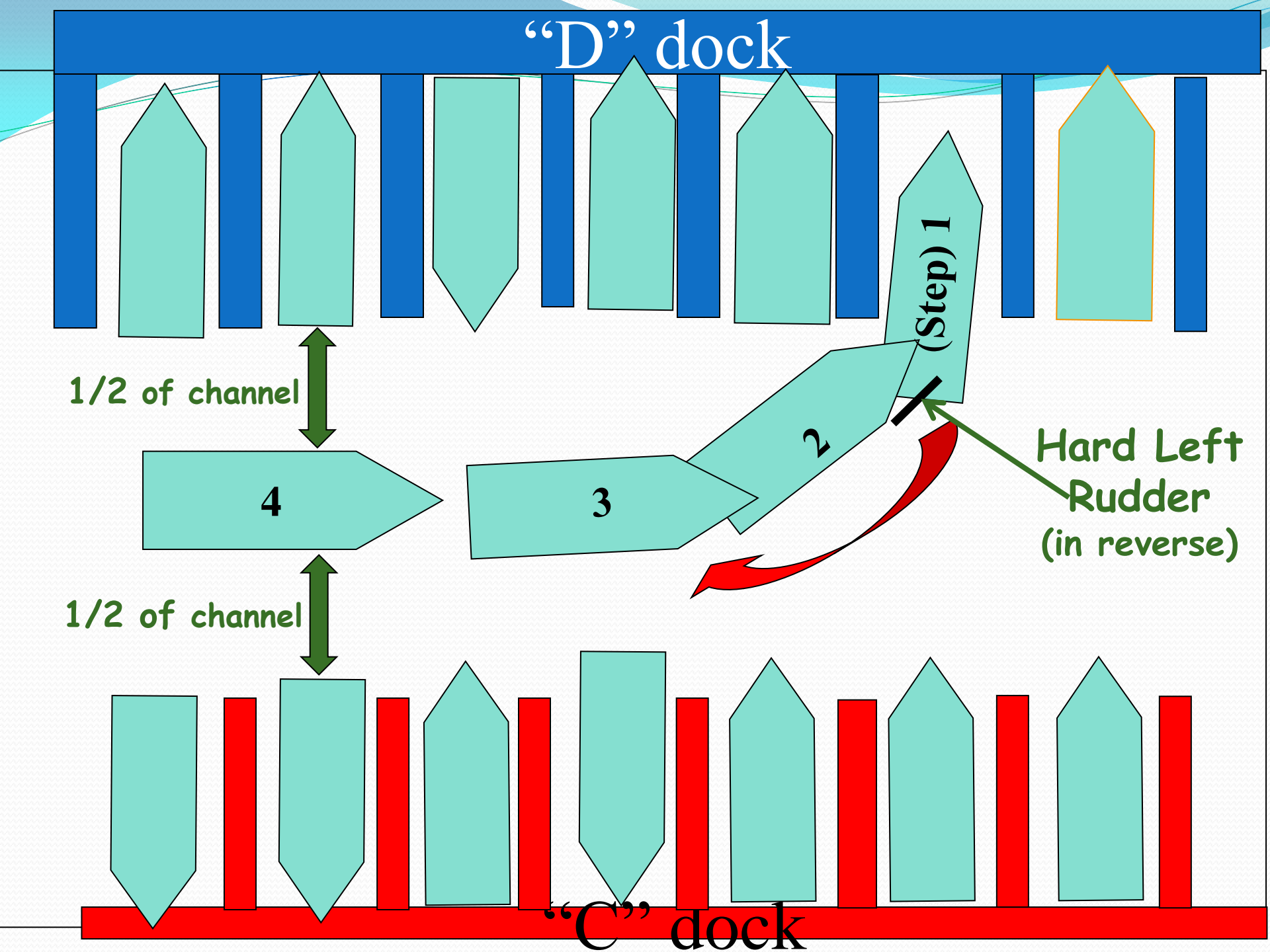
1/2 of channel



(Step) 1

Hard Left Rudder (in reverse)

“C” dock



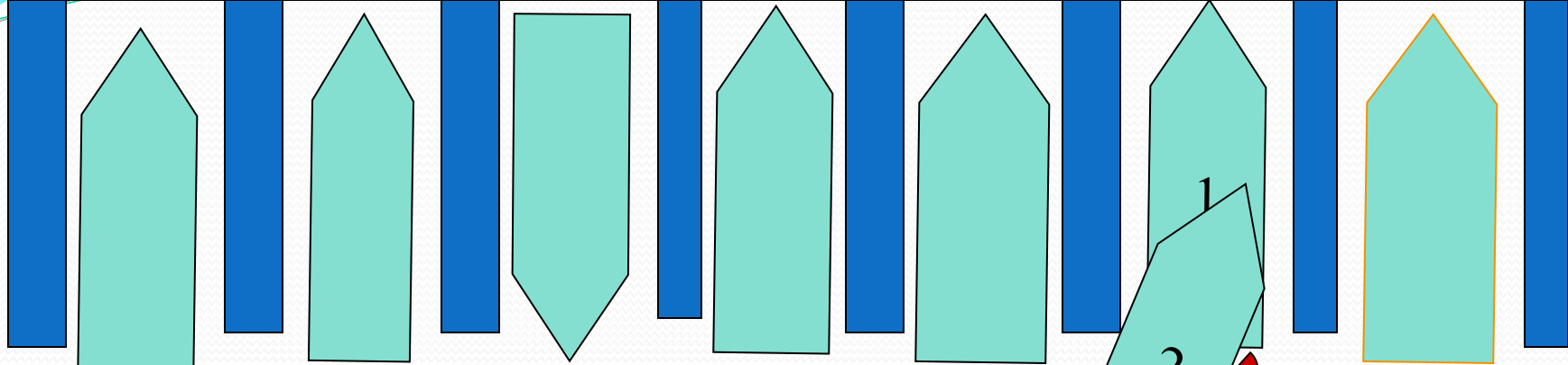
#5 3-Point Turn

(Undocking Emergency Plan)

1. **1st Point** - Reverse out of slip, turning to port
 - a. Shift to neutral gear once adequate speed is attained
2. **2nd Point** - If nearing impact with boats on (opposing) 'C' dock, **STOP**. Shift to Forward. When you start moving ahead turn to starboard and turn boat towards center of slipway. **STOP**.
3. **3rd Point** - Shift to Reverse. Turn as needed to reach center of slipway, and...
4. Continue in reverse, straight out in center of slipway to end. See diagram, next 3 slides

Goal: Safely abort routine (single-turn) undocking when necessary to avoid potential collision, and recover to exit channel.

“D” dock



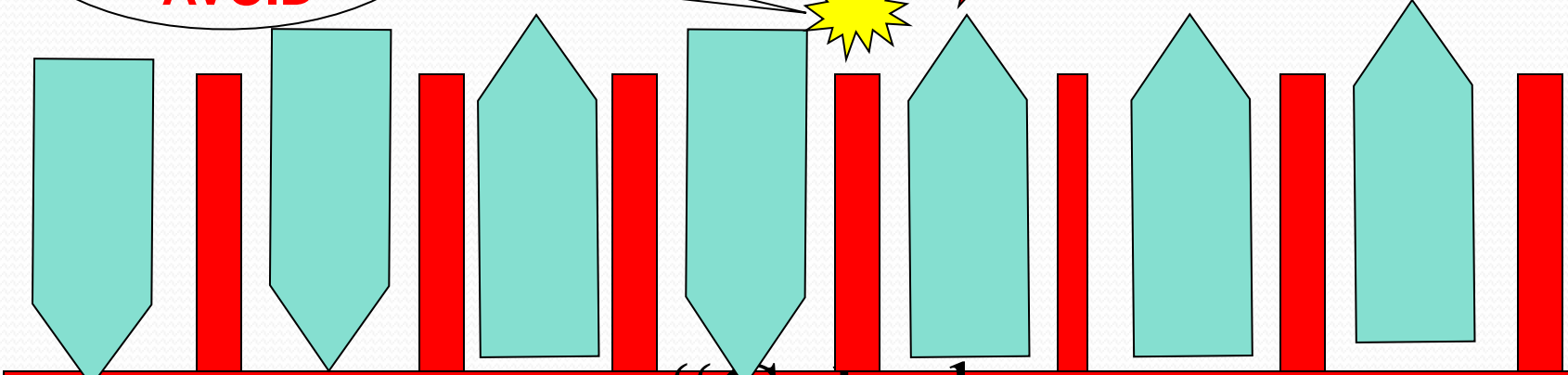
Turn to port (left rudder) in reverse to exit slip

Point #1
(of 3-point turn)

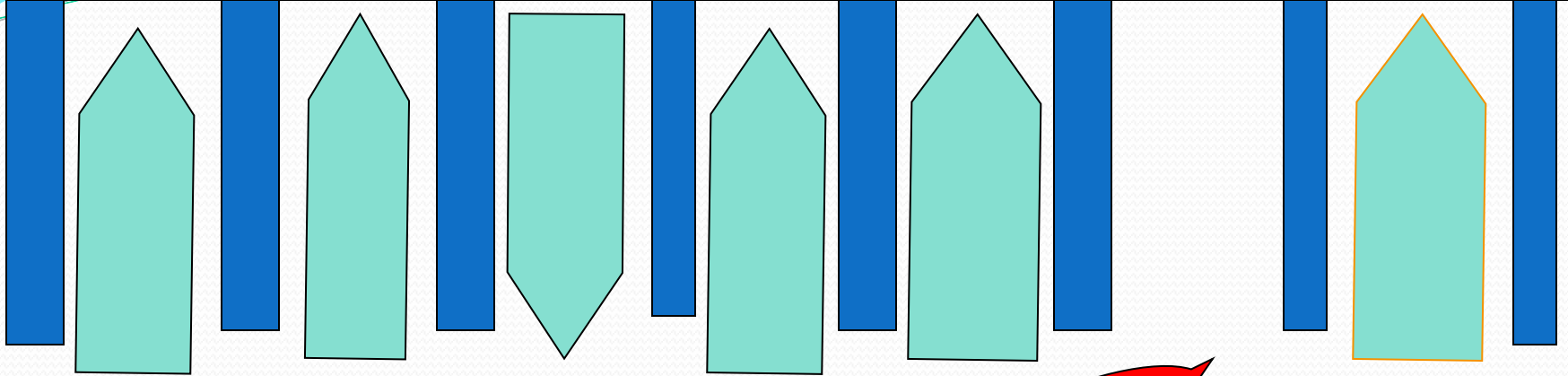
Potential strike of other boats - AVOID-



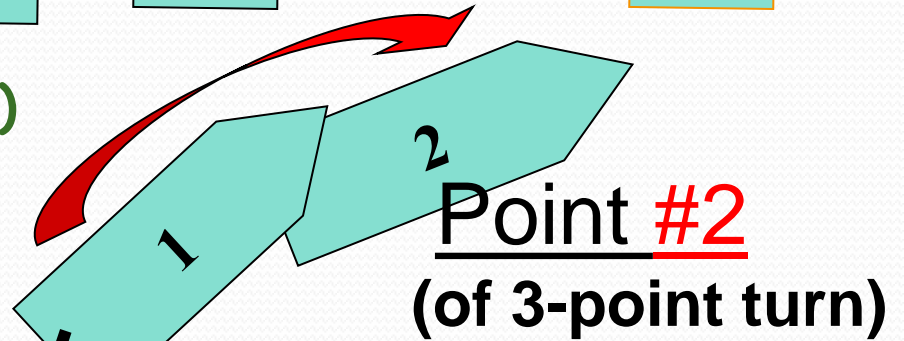
“C” dock



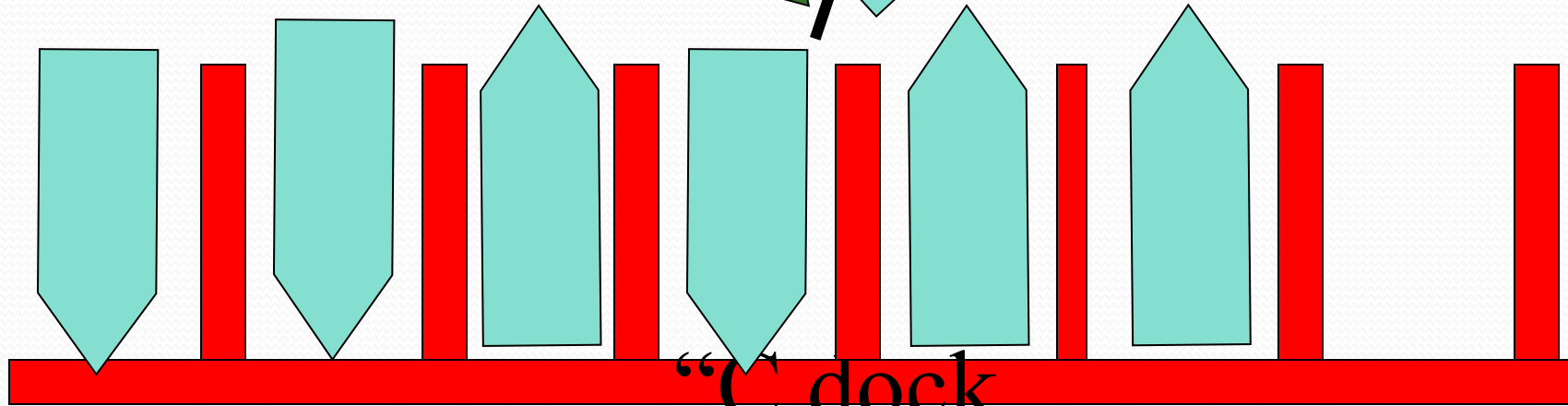
“D” dock



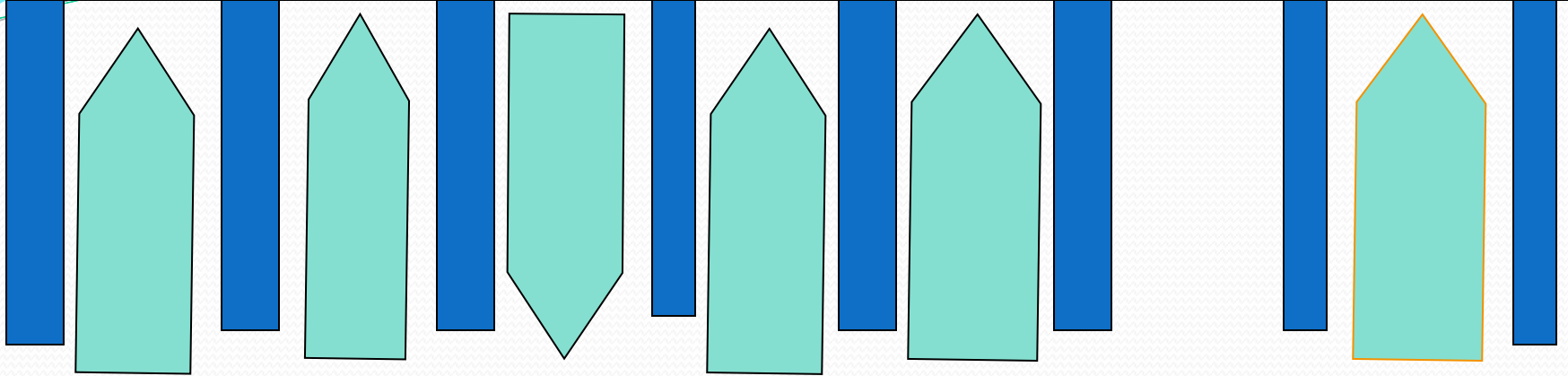
Turn starboard (right rudder)
when going forward to move
bow-to-starboard, &
stern-to-port



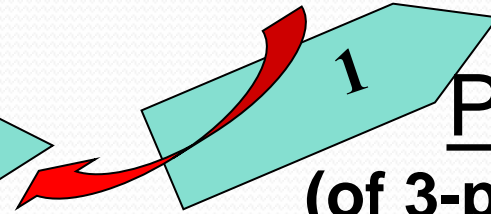
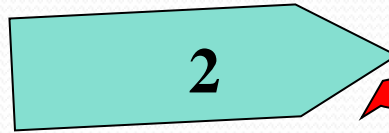
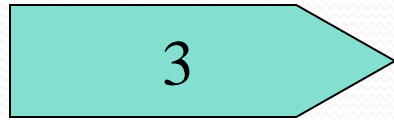
“C” dock



“D” dock

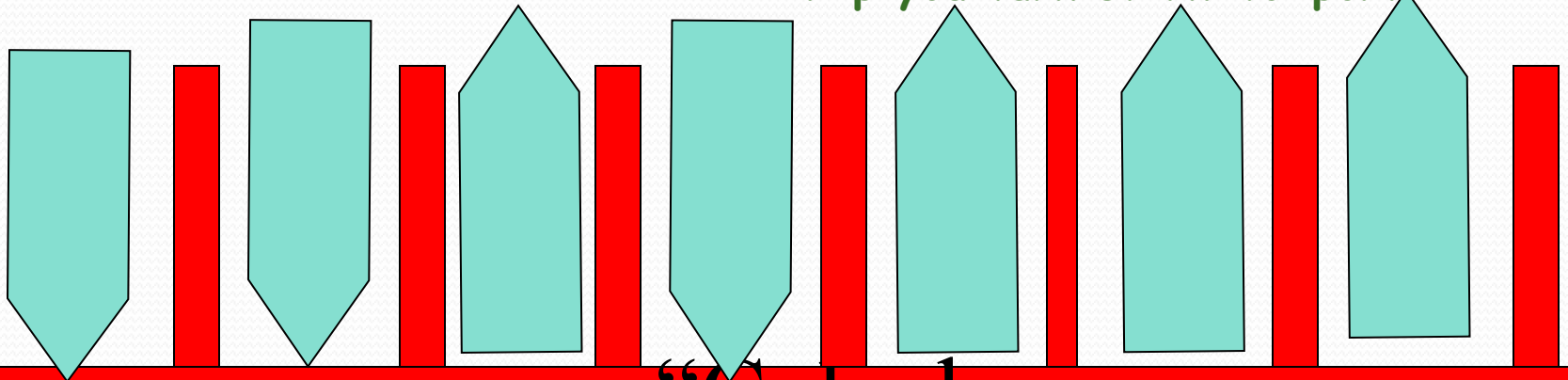


Reverse straight out



Point #3
(of 3-point turn)

Use prop-walk to help you turn stern-to-port



“C” dock

#6 Prop-Walk Turn

Pivoting the boat ('Backing & Filling')

Pivot the boat, in place, turn wheel hard to starboard, and hold it there!

Always throttle back to 'idle' before shifting

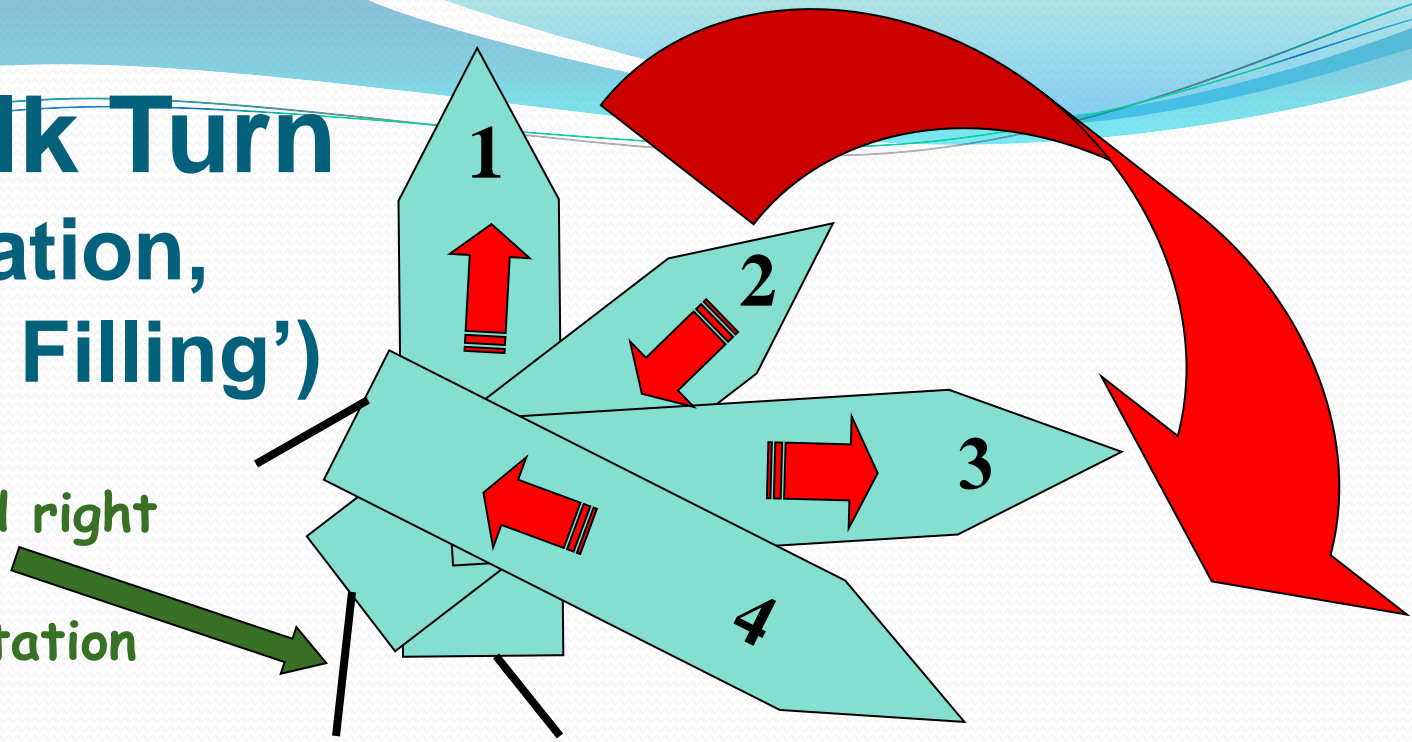
1. Short burst (1-3 seconds) of power forward to 'kick' stern to port and bow to starboard, then...
2. Briefly (1-3 seconds) shift to reverse, short burst of power to stop forward movement, then...
3. Repeat. Short burst of power forward to again 'kick' stern to port, bow to starboard to continue pivot, then...
4. Repeat. Briefly shift to reverse to stop forward movement.
5. Continue brief forward & reverse, pivoting boat 'in place'
6. For counter-clockwise, turn wheel to port, repeat above.

See diagram, next slide

Goal: Maneuver bow and/or stern, as needed, to extricate boat from danger. Gain familiarity operating gear-shift & throttle in quick succession

Prop-Walk Turn (Pivot, Rotation, 'Backing & Filling')

Maintain hard right
rudder for
'clockwise' rotation



Note:

- Use slightly longer 'bursts' of power (in forward OR reverse) to pivot towards, or away from an object...such as another boat, or dock or any object you want to avoid striking
- You will not normally rotate the boat a full 360-degrees to avoid a potential accident, but you will rotate the boat 'enough' to avoid striking an object